EPIGRAMS.

MATRIMONIAL JARA Wife-"You're a false cruel wretch, not a To try to degrade me, and put down

the carriage."

Husband—"A lady, my dear," was the answ'ring reproach,
"Is known by her carriage, but not by her coach.

Loud brayed an ass. Quoth Kate, "My dear, (To spouse, with scornful carriage), "One of your relatives I hear."
"Yes, love," said he, "by marriage."

FROM THE GERMAN OF LESSING. I asked my fair, one happy day, What I should call her in my lay; By what sweet name, from Rome or Greece-Iphigenia, Clelia, Chloris, Laura, Lesbia, Delia, Doris,

Dorimene, or Lucrece ? "Ah!" replied my gentle fair, "Beloved! what are names but air? Take thou whatever suits the line, Clelia, Iphigenia, Chioris, Laura, Lesbia, Delia, Doris-

But don't forget to call me-thine." TO A LADY, WITH A PAIR OF GLOVES, Fairest, to thee I send these gloves: If you love me leave out the G. And make a pair of loves. FALSBROOD.

"I am unable," yonder beggar cries,
"To stand or sit." If he says true, he lies. THE MISER'S PEAST. His chimney smokes! it is some omen dire! His neighbors are alarmed, and cry out, "Fire!"

ON A YOUNG LADY WITH GREY HAIRS. Marked by extremes, Susannah's beauty bears Life's opposites-youth's blossom and grey

Meet signs for one in whom, combined, are seen Wisdom's ripe fruit and roses of nineteen.

QUOTATIONS.

A Chapter of Pleasant Gossip.

A writer in the London Review remarks that if we try to analyze the pleasure which a Latin grammarquotation produces upon the multitude, the result seems to be this—the auditors are tickled by the gentle flattery of the speaker, who seems to imply that they are scholars to whom may well address a classical allusion, and the sect of the quotation appearing familiar to them confirms them in this pleasing belief. Yet, no doubt, it is preferable, even when we confine ourselves to this narrow sphere of quotations, to give them correctly or not at all.

We remember Clive Newcome's distress when the dear old colonel, in the innocence of his heart, insisted on reminding his friends, in spite of every rule of accidence and concord, "Ingenuas didicisse tideliter artes emollunt mores, etc. Yet, it we were disposed to be critical, we might pick holes in cleverer men than Colonel Newcome ever pretended to be, and might express our wonder at the frequent inaccuracy of lassical quotations in the more pretentious daily and weekly journa's. Even that pure and perfect chrysolite of classicality, the Salurday Review, quoting, we suppose, by memory, from Ovid, writes the following:-

"Facies non omnibus una. Nec diversa tamen, qualis decet esse sororum."

The use of quaits for quatern after decel would have sent a fifth-form boy down one place at least. Again, the refined Patt Malt Gazette exhibits a deeper ignorance by making scandala magnata the plural of scandulum magnatum, as if "magnatum" was not itself a genitive plural of "magnates." And only last week another paper speaks of spreta injuria, which is simply nonsense, although, of course, everybody can see it is a loose recollection of the Virgilian spreta

injuria forma.

These are the dangers to which would-be scholars expose themselves when once they deave the flowery paths of the Latin grammar. But we are not discouraging quotations from foreign languages. Far from it. Once be sure of your audience, and you may win golden reputations. There is not the slightest doubt that if you were to conjugate an irregular Greek verb in the pulpit at the right time, it would produce an immense effect, as a quotation from some orthodox Father of the Church. For instance, gle-hearted saint could not entertain such a proposition for an instant, 'No,' he cried, with a gentle but decisive wave of his hand-'katesthio katedomai, adding, with a sad smile, his favorite expression, 'katededoka, katephagon.'" That this is simple nonsense, and merely the four principal tenses of a Greek verb. is nothing. It is a good sounding quotation, and with an ordinary audience would be rapturously received from one who was popular. Indeed, we hardly like to think how much of this heedlessness there must be in the pleasure with which some text of familiar sound is hailed by the unlettered part of a congregation, to whom it cannot convey the smallest idea of anything at all.

It may be an exaggeration to represent an old woman saying that she found great support in the comfortable word "Mesopotamia," but the spirit which animated her is really very widely diffused to other old women, and young women and men, too. Indeed, so very much in quotations depends upon pleasant sound, that we tirmly believe these nonsense verses might be recited at the fireside without being at once detected—just for the reason that we do not always pause to think whether we attach any sense to what we hear. At any rate, here they

'Tis sweet to roam when morning's light Resounds across the deep; When the crystal soug of the woodbine bright Eusles the rocks to sicep; When the midnight sky has a sombre dye Of a pale and mky hue, And the wolf rings out his glittering shout, "Tu whit—Tu whit—Tu whoo!"

When the pearly wing of the wintry trees Dashes across the glea;
When the laughing lights of the moss-grown cliffs
Haunt the ethereal ten;
When at burning noon the blood-shot moon
Is lathed in crumbling dew.
And the welf rings out his gittering shout,

"Tu whit-In whit-Tu whoo!"

Not a few persons will cry, "How pretty!" when the words are read fast. They have the true "Mesopotamia" ring about them. It cannot be denied that people who make a point of interlarding their conversation with quotations are an intolerable nuisance. There is a large class of the community who

often wish to make quotations, but are shy of doing so because they cannot remember where the phrase comes from. To them we offer a suggestion to facilitate the introduction of any quotation, whether of their own composition or of any other distinguished author. Even if the author's name be wholly torgotten, what preeasy introduction as that with which Mr. Kings ley in "Glaucus" gives his own verses-simply pretacing them with words, "Whereof one sings," and then come the verses. Or sometimes a bolder policy will be successful, and we may safely say, "Of course, none of you have forgotten the poet's beautiful lines," trusting to the conceit of ignorance, which will make your audience accept what they do not know as something they ought to know.

-The clergy of Edinburgh seem to consult their people with great freedom in regard to matters of dress. The ladies of the congregation of Dr. ————————in that city, lately determined to present the Doctor with a pulpit gown. The to present the Doctor with a pulpit gown. The Doctor, on the Sunday after it was presented, intimated to the people in the church: "The ladies have been kind enough to present me with a pulpit gown; but lest any member should object to my wearing it. I shan't put it on vet, and will hear objections on Thursday night." Nobody came to object but an old lady. The Doctor said, "Well, Janet, what objection have you to the pulpit gown." "Aweel, Sir," said Janet, "we never heard of the Apostle Paul wearing a gown." The Doctor said (and there was a significance in the reply), "You are quite right, Janet; but we never read of St. Paul wearing breeks (trowsers)." That satisfied the old lady.

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5 batrels Killikinock Smoking Tobacco, 12 boxes
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U. S. Marshal Eastern District Pennsylvania.
Ph ladelphia, July 17, 1866 7 17 tu th set

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modation south, at 6:39 P. M., arriving in Philadelphia 9 10 P. M. Market train. with passenger car attached, leaves Philadelphia at 12 46 noon for Reading and all way stations. Leaves Reading at 11 30 A. M. and Downingtown at 12:30 P. M., for Philadelphia and all way stations. All the above 'rains run daily, sundays excepted. Sunday trains leave Potsville at 8:06 A. M., and Philadelphia at 7:15 P. M. Leave Philadelphia for Reading at 8:06 A. M. at 16 urning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

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Leave Philadelphia 9-10 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7-40 minutes A. M., 12-40, 6-40, an g-25 minutes P. M.

Leave Chesnat Hill 74) minutes A. M., 1240, 640, an 945 minutes P. M.
FCR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 835 minutes, 1145 A. M., 134, 435, 634, 635, 635, 635, 635 minutes, and 113, P. M.
Leave Norristown 534, 7, 750, 9, 11 A.; M., 134, 434, 634 and 8 P. M.
The 534 P. M. train will stop at School Lane. Wissa hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 234, 4 and 754 P. M.
Leave Norristown 7 A. M., 1, 534, and 8 P. M.
FOR MANAYUNK
Leave Philadelphia 6, 835 minutes, 1165 A. M., 134, 435, 535, 635, 845, and 118 P. M.
Leave Manayunk 63, 734, 820, 93, 1134, A. M., 2, 5 636, 845.
ON SUNDAYS.

ON SUNDAYS,
Leave Philadeiphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendent,
10epot NINTH and GREEN Streets NORTH PENNSYLVANIA RAILROAD.—

Depot THIRD Street, above Thompson.

For BETHLEHEM DOYLESTOWN, MAUCE
CHUNK EASTON, WILLIAMSPORT, and WILKES
BARRE,

BARRE., At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton Whilamsport, and Wilkes Mauch Chank, Hazleton Willamsport, and Wilkes barro.

At 3:30 P. M. (Express), for Bethiehem, Easton, etc reaching Easton at 5:45 P. M.

At 5:16 P. M., for Bethiehem, Allentown, Maner Chunx.

For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 5:15 P. M.

White cars of the second and Third Streets Line City Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethiehem at 6:25 A. M. and 12:25 Noon, are 15:15 P. M.

Leave Doylestown at 6:40 A. M., 3:15 and 5:20 P. M.

Leave Bethlehem at 6 29 A. M., 3 15 and 5 20 P. M.
Leave Doy estown at 6 40 A. M., 3 15 and 5 20 P. M.
Leave Lansdale at 6 00 A. M.
Leave Lansdale at 6 00 A. M.
ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.,
Philadelphia for Doy estown at 2 30 P. M.
Doylestown for Philadelphia at 2 30 P. M.
Bethlehem for Philadelphia at 4 30 P. M.
Through Tickets must be procured at the ticket offices
THILD Street or BERKS Street.

521

WEST JERSEY RAILROAD LINES, FROM toot of M BEKET Street (Upper Perry), commencing MONDAY, July 16, 1866 Leave Philadelphia as For a spe May, 9 A. M., Mall; 2 P. M., Accommoda-tion: 4 P. M., Fast Express For Bridgeton, Salem, and intermediate points, 8 A. F. and 3 39 P. M. For Milwhile, and intermediate points, 8 A. M. and 2 N.

Woodbury Accommodation, 6 P. M.

RETURNING:
Leave Cape May at 6:30 A. M., Mail; 9 A. M., Fast Exress; 5 P. M. Express
1 cave Eridgeton 7:15 A. M. and 3:50 P. M. Freight Leave Salem 7 A. M. and 3:35 P. M. Freight 5:45 P. M. Leave Millville 6:55 A. M. and 6:38 P. M. Freight 11:63 A. M. Freight will be received at Second Covered Wharf Second Walnut street, from 7-56 A. M. until 5-56 P. M. That received before 9-56 A. M. will go through the same Freight Delivers, No 228 S. DELAWARE Avenue J. VAN BESSELAER, Superintenuent.

The West Jersey Fxpress Company will attend to all the usual branches of Express business. A Special descepter accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

ar corner THIRTIE H and MARKET STROKE Phila.
And to treight business, of the Company's Agents, S.
B. Kingston Jr., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, Arie; William Brown,
Agent N. C. R. E., Baltmore.
H. H. HODN'TON, General Freight Agent, Phila,
H. W. GWINNER, General Ticket Agent, Phila,
A. L. TYLER General Sup't, Williamsport.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL
TIMORE RAILEGAD,
Commencing MONDAY, July 2, 1866. Trains will
leave Depot corner of BEOAD Street and WASHINGT. N. Avenue, as follows:
Express Train at \$15 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perry Ville, Havre,
de Grace, Aberdeen, Perry man's, Magmolia, Chase's and
Stemmor's Run.
Way Mail Train at \$15 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations between Phiisdelphia and Baltimore.
Delaware Railroad Train at \$ A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate
stations. Stations.

Express Train at II-45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P M. (Sundays excepted), for Baltimore and Washington, scopping at thester, Claymont, Wilmington, Newstr. Ekton, Northeast. Perryville. Havie de Grace. Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Steumer's Rus.

Night Express at 11 P. M., for Baltimore and Washington. ington.

Fassengers by Boat from Baltimore for Fortress Mon-ree. Nortelk, City Point, and Richmond, will take the roe. Noticia, City Foint, and all the State of the State Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12 30, 4 39, 6, and 11 30 P. M. The 4 30 P. M. thain connects with Delaware Endrond for Harrington and intermediate stations.

Leave Wilmington at 6 39, 7 15, and 9 30 A. M., 4 and 9 30 P. M. The 7 15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for Now Castle leave Philadelphia at 9 A. M., 4 30 and 6 P. M.

4 30 and 6 P. M.

HHOUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 4 35 and 19 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7 28, 7 55, 10 14, and 17 40 A. M., 4 43, 5 10, 7 25 and 19 35 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7 35 A. M., Way-mail, 9 20 A. M., Express, 1 10 P. M., Express, 1 5 P. M., Express, 1 3 P. M., Express, 1 T. RAINS FOR BALTIMORE

Express. 1:10 P. M., Express. 6:35 P. M., Express. 8:25 P. M., and 3:38 P. M., Leave Wilmington at 5:23 and 5:33 A. M. and 4:15 P. M., Freight Trains with Passenger Cars attached will leave

as follows: — Wilmington for Ferry ville and intermediate stations at 6.05 P. M. Baltimore for Havre de Grace and intermediate stations at 4.5 P. M. Perryville for Wilmington and intermediate stations at 4.5 P. M. Perryville for Wilmington and intermediate stations at 4.20 A. M. connecting at Wilmington with 7.15 A. M. train for Philadenphia

Express Train at 4:15 A. M. for Baltimore and Washington, stopping at thester, Wilmington, Newark, Elkion, Northeat Perryville, Havre-de-Grace, Aberdeen, Perry man's Magnolia, mane's, and Stemmer's Run. Night Express, 11 P. M. for Baltimore and Washington, Accommodation Train at 11:36 P. M. for Wilmington and intermediate stations.

Accommodation Train at 11:30 P. M. for Wilmington and intermediate stations.

RAL/11MORE FOR PHILADELPHIA.

Leave Italimore at 8:25 P. M., stopping at Havre-deGrac. Perryville, and Wilmington. Also stops at Eikton and Newsrk (to take passengers for Phi adelphia and
leave passengers from Washington or Baltimore) and
Chester to leave passengers from Baltimore or Washington. Accommodstion Tram from Wi mington for Philadel phia and intermediate stations at 5 °0 P. M. 4 16 H. F. KENNEY, Superintendent. HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Rallroad omyany's Lines.
FROM PHILADELPHIA TO NEW YORK

and Way Places, from Walnut Street Wharf, will leave as follows, viz:— At 5 A. h.. via Camden and Amboy, Accommoda M. vin Camden and Jersey City Express. 300 M. vin Camden and Amboy Express. 300 M. vin Camden and Amboy Accommodation 225 S. vin Camden and Amboy Accommoda At 6 P. S. via Comden and Amboy Accommodation, 2d class.

At 8 A. M. 2 and 5 P. M., for Mount Holly, Ewans-ville Pemberton, and Vincentown At 5 A. M. and 2 P. M. for Freehold.

At 5 and 10 A. M., 12 M. 4. 5, 6, and 11-30, P. M. for Fish bouse. Pelmyra. Riverton Progress. Delance Beverly, Edecwater, burington, Florence, Bordentown, etc. The 10 A. M., and 4 P. M. lines run direct through to Thenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 436, 645 P. M., and 2 P. M. (Night) vin Kensington and Jersey City Express Lines, fare 53-90. The 6-45 P. M. Line will run daily. All others Sundays excepted.

excepted. 41739 and 11 A. M., 3 3:30 4:30 5, and 645 P. M a d At 7:30 and 11 A. M., 3 2:30 4:30 5, and 6:45 P. M. a d a idnight for Bristol. Trenton, etc.
At 7 and 10:15 A. M., 12 M., 3 4, 5, and 6:P. M., for Cornwell's Torrisdale Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. for Loristol. Schenck's, Eddington, and 5 P. M. for Holmesburg and intermediate stations.
At 7:50 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk Canandalgua, Elmira, Ithaca, Owego, Rochesier, Binghampton, Oswego, Syracuse Great Bend, Montrose Wilkesbarre, Scranton, Stroudsburg, Water Gay, Pelvidere, Laston, Lambertville, Plemington, etc. The 3:50 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie hem. etc.

hem. etc. At 5 P. M. for Lambertville and intermediate stations, June I, 1886. WILLIAM H. GATZMER, Asent.

At 5 P. M. for Lambertville and intermediate stations.
June 1. 1846. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD,—
SUMMER ABRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Depot. at Thirty-arist and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The inst car leaves Front street about 30 minutes prior to the denarture of each Train.

On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of each Trains.

Mann's Baggage Express will cal for and deliver Baggage at the Depot. Orders left at the Office, No. 651 Chesmut street, will receive attention.

TRAINS LEAVE DEPOT. VIZ.:—

Mail Train. at 8-90 A. M. Day Express.

Mail Train. at 10-90 M. Harrisburg, Accommodation. No. 1 at 11-90 M. Fast Line and Eric Express at 12-90 M. Harrisburg, Accommodation. at 2-30 P. M. Lancaster Accommodation. at 3-500 M. Paoli Accommodation No. 2 at 5-90 M. Paoli Accommodation No. 3 at 10-90 M. Philadelphia i xpress! at 11-19 M. Trains are fire Mail M. Commodation No. 3 at 10-90 M. Philadelphia i xpress! at 11-19 M. Trains Arenty and Depot. VIZ.:—

Cincinnati Express! at 11-19 M. Philadelphia Express! at 11-19 M. Philadelphia i xpress! at 11-19 M. Philadelphia i xpress! at 11-10 M. Phil

REIGHT LINES FOR NEW YORK AND Lan the Stations on the CAMDEN and AMBOY and connecting Rairoads. INCREASED DESPATCH.

The CAMDEN AND AMBOY RAILIOAD AND TRANSPORTATION COMPANY REIGHT LINES for New York will leave WALNUT street What at 8 o'clock P M. daily Sundays excepted.

Freight for the some day.

Returning, the above lines will leave New York at 12 noon, and a and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amnov Rail road; also, on the Bevidere, Delaware and Flemington, the New Jersey, the Freehold and Jamesbarg and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Bevidere De aware Reilroad connects at Phillipsburg with the Lehleh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Rai road, forwarding to syracuse, Buffalo, and other noints in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects in Elizabeth with the New Jersey Railroad connects in the New Jersey Railroad and at Newark with the New Jersey Railroad connects in the Railroad A sile memorandum, specifying the marks and numbers, chippers, and construces, must, in every instance be sent with each load of goods, or no receipt will be given.

be sent with each sould be good to be a made for the transportation of live stock. Drovers are invited to try the route. When speck is nurnished in quantities of two carloads or more, it will be derivered at the foot of Fortieth street near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shippers. Fur terms, or other information, apply to WALTER FREED AN, Freight Agent, No. 226 S. DELAWABE Avenue, Philadeiphia

ORANGE AND ALEXANDRIA RAILROAD. ORANGE AND ALEXADIRIA RATLROAD,
On and aner MonDay, February 12, two daily
trains will run between Washington and Linchburg,
connecting at Cordonsvi le with Virginia Central Raflroad trains to and from Richmond as follows:

14 swe Washington daily (Sunday excepted), at 6 45
A. M. and arrive at Lynchburg at 5 45 P. M.
Leave Lynchburg at 7 A. M. and arrive at Washington at 5 26 P. M.
EXPRESS TRAIN.

ton at 5 26 P. M. EXPRESS TRAIN

Leave Washington delly (including Sunday) at 6 05 P. M. and arrive at lynchburg at 6 06 A. M. Leave Lynchburg at 6 00 P. M. and arrive at Washing ton av 6 10 A. M. Leave Lynchburg at 6 00 P. M. and arrive at Washing ton av 6 10 A. M. Leave Lynchburg at 6 00 P. M. and arrive at Washington for all coints South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night trains. The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run, Manassas, Bristone, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of imperiabable interest is the neoniar mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baitmore, and at the cases of the road in Washmarton at Alexandria. EXPRESS TRAIN.

MEDICAL.

WOX POPULI. WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT

No. 771 South THIRD Street Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersigned differs take pleasure in concernity recommending the use of Wright's Tar Syrup for coughs, coids, consumption, whooping-cough, spected fever, liver complaint, pains in the breast, bronchids, inflammation, and restriction of air vesses in the lungs, etc. The remedy should be in every tamily:—
Charles H. Graffen, Sunday Mercury office, Sames Nolen, Source office,
William F. Corbit, Associated Press,
William H. Carpenter, Fire Alarm and Police T graph, Firth and themus streets.

A. Randolph, Front and 1 ombard streets.

James W. Perrine No. 1129 Charles street.
H. A. Davis No. 222 Gaskill street.
John Woodside No. 131 Franklin street.
Robert Thompson, No. 1698 Walter street,
J. Geblott No. 731 S. Second street.
John Seymour, No. 512 S. Front street.
E. W. Howard, No. 1 Deck street
H. C. Bartiett No. 277 S. Second street.
Albert Martin, No. 417 S. Second street.
W. Thomas, No. 20 N. Fourth street.
W. Thomas, No. 20 N. Fourth street.
T. M. Carthy, No. 10 Eirretu's alley.
George Wison, No. 28 Race street.
W. F. Brooks, No. 69 North Second street.
M. J. Hassett, No. 112 Canal atreet.
S. Seymour Rose Busileton.
Char ces Rogers, No. 221 South Front street.
R. T. We ling on, Second and Quarry streets
F. F. Thomas, No. 138 South Sixth street.
William Bains, No. 518 South Front street.
William Bains, No. 518 South Front street.
William Bains, No. 518 South Front street.
Mrs. S. R. Choate, Newark, Del.

Mr. William B. Wright:—

Mrs. S. R. Chones, Sewars, 1988

Mr. William B. Wright:—
Sir:—We take bleasure in recommending your FAR
SYRUP (or which we have already sold considerable
quantities) as a most excellent and efficacious remedy
lor the complaints set terth in your printed bill already
aubmitted to the public. As a statifying act to suffering
humanity we will cheerfully recommend your preparation to all afflicted with diseases which it is designed to
cure.

Yours, etc.,
DILES & SON, Druggests,
N, E. corner Pine and Sixth streets,

For sale also at
JOHNSON, HOLLOWAY & COWDEN S.
DYOTT & CO.'s.
And all principal Druggists and Dealers.

The subscriber would beg leave turther to say that to is prepared to ful orders and forward the Syrup to my part of the country. Persons desiring other interest in by mail will inclose a postage stamp and answers will be returned as soon as the exigencies of business will admit Address. No 271 S. THIED Street, Philadelphia, Pa.

GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES

Are warranted in all cases, for the Spenny and Pressa Are warranted in all cases, for the Spring and Frama
NAT CUER of all diseases arising from excesses or
YOUTHFUL INDISCRETION
Emissions, Genital, Physical and Nervous Debility, Icapotence, etc. etc.
NO CHANGE OF DIET IS NECESSARY.
They can be used without delection, and never tall to
effect a Cure, if used according to instructions.

BELL'S SPECIFIC PILLS, Price One Dollar per Box, or Six Boxes for Five Dollars; anso, Large Boxes, centaining Four Small,
Frice Three Dollars.
From four to six boxes are generally required to cure ordinary cases of Seminal Weakness, though benefit is derived from using a single box.
In Chronic Cases, and particularly when Impotence or Gentai Deblity with Nervous Prostration has affected the system. affected the system. BELL'S TONIC PILLS

Are recommended as the most F fileacious, Rejuvenating, and Invigorating Remedy in the word.

A Package Price Five Dollars, will last a month, and is generally sufficient.

In extreme cases of Debility and Impotence, BELL'S EXTERNAL REMEDY. Price I wo Dollars, sufficient for a month, can be used to good advantage.

It pives Strength to the Organs and, with the Pills, will restore them to their normal condition.

A Pamphleto 100 pages, on the ERRORS OF YOUTH, designed as a Lecture and Cau ion to Young Mon, sent tree, Ten Cents required to pay postage.

It you cannot purchase BELL'S SPECIFIC REMEDIES of your Druggist, take no other, but send the money DR. JAMES BRYAN, Consulting Physician,

No 819 BROADWAY. New York, And you will receive them by return of mail post pand, and tree from observation.

For sale by DYOTT & Co., No. 232 N. SECOND

6 H 5

DR. HYLTON'S Constitutional Renovator

FOR THE RAPID CURE OF

Incipient Consumption, and all Diseases Pertaining to Consumption,

SUCH As

Coughs, Colds, Hearseness, Croup. Bronchitis, and all
Diseases of the Lungs and aespiratory Organs,
Liver Compaint, Dyspepais, Loss of Appetite, Nervous Decility with
great Lassitude of the Muscular System, etc.

The success of this medicine in the cure of disease
has withstood many critical tests in this country and
clewherer its salutary effects on disease are widely
dises of the skeptic.

dises minated, and require no effort to party the prejudices of the skeptic.

132. Intrion: I take tells opportunity to inform you
that I consider you the greatest doctor on diseases of
the lungs in the country. I had a spitting of blood,
with large lumps of green matter; a violent pain in my
breast and shoulders, a straining cough; and several o
the most eminem physicians gave me up as a hopeless
axe of consumption. I tried all the remedies of the
day and gained no resiet but srew worse; when a triend
avised me to try your Renovator, satisfying me tast
you were a regular graduate of the University of Pennsylvania and not a self-styled doctor. I used but nine
bottles of your Renovator, and to the surprise of my
ricends. I am now a well man, and able to attend daily
to my business.

irlends. I am now a well man, and acte to my case to my business.

'Any one needing further particulars of my case can call on me and be satisfied.

'NICHOLAS BILGER.

'No. 235 Races treet.''

'Dr Hylton is a regular graduate of the University of Peones Ivania. (His diploma can be seen at his office.) Examines Lungs without charge. Office, No. 411 Vins.

Street.

5 24 thsm2m

SHIPPING.

HAMILUS PASSAGE OFFICE
ANCHOR LINE OF STEAMERS,"
"CALEDONIA."
"CALEDONIA."
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"ERITANNIA."
"INDIA."

Steam 10
LIVERPOOL LONDONDERRY, BELFAST, DUBLIM,
NEWRY, COSK, AND GLASGOW.
RATE- OF PASSAGE.
FAYABLE IN PAPER CURRENCY.
CABINS. \$00, \$80, and \$76
STELRAGE. \$30
THE PAID CERTIFICATES
issued for bringing out passengers from the above

LOWER RATES THAN ANY OTHER LINE.

1.0 WER RATES THAN ANY OTHER LINE.
Also, to and from
ALL STATIONS ON THE IRISH RAILWAYS.
SPECIAL NOTICE—Passengers will take particular
notice that the "Anchor Line" is the only line granting
through tickets at the above rates, from Philadelphia to
the points named above, and that the undersigned is the
only dely authorized Agent in Philadelphia.
Apply to
Sole Agent for "ANCHOR LINE."

1 15
No. 217 WALNUT Street.

FOR NEW YORK.—PHILADELthatti Swiftsure Lines via Delaware and Raritan Canal,
leaving dary at 12 M. and 5 P. M., connecting with all
Softhern and Eastern lines,
For freight, which will be taken upon accommodating
terms, apply to WILLIAM M. BAIRD & CO.,
19 16 No. 12 S. DELAWARE __venne

O SHIP CAPTAINS AND OWNERS ._ THE TO SHIP CAPIAINS AND OWNERS,—THE undersigned having leased the KENSINGTON SCREW DOCK, begs to incom his finence and the patrons of the Dock that he is prepared with increases facilities to accommodate those having vesses to be raised or repaired and being a practical ship-carpenter and caulter, wil give personal attention to the vessels estraised to bins or repairs.

Cautains or Agents, Ship Carpenters, and Machineto having vessels to repair are solicited to call.

Having the agency for the sale of "Woterstedt's Patent Notallic Composition" for Copper Paint for the preservation of vessels bottoms, for this city, I am prepared to lumish the same on tavorable terms.

JOHN H. HAMMITT,

Kensington Screw Dock,

115 DELAWARE Avenue, above 1-4 UREL Street.

TRUSSES, SUPPORTERS, ETC.

PHILADELPHIA SUBGEONS'
BANDAGE INSTITUTE. No. 14 N.
NINTH Street, above Market.—B. U.
Eve aptt, after thirty years' practical experience,
guarantees the skinni adjustment of his Promium
Patent Graduatins Pressure Truss, and a variety of
others Supporters Flastic Stockings Shoulder Braces.
Crutchee, Suspensacrice, etc. Ladies' apartments conducted by a Lady.